

GENERAL PLAN FOR CITY OF MILLBRAE
MILLBRAE, CALIFORNIA

Planning Commission of the City of Millbrae.

On the under-mentioned, the Mayor and Secretary of the Millbrae Planning Commission, respectively, do hereby certify that the Planning Commission of the City of Millbrae did on the 29th day of April, 1974, and pursuant to Article 9 of Chapter 2 of

CITY OF MILLBRAE
1974 General Plan

Title 7 of the Code of Ordinances, hold a public hearing, notice of which was published in the manner provided in Article 9 of Chapter 2 of the Planning Commission of the City of Millbrae, concerning the "General Plan for Millbrae", dated the 29th day of April, 1974, and

June, 1974

do hereby further certify that the Planning Commission of the City of Millbrae did by the adoption of Resolution No. 74-4, on the 22nd day of April, 1974, recommend to the City Council of the City of Millbrae the adoption of said General Plan as authorized by Resolution No. 74-2, of the Planning Commission of the City of Millbrae.

[Signature]
Secretary, Planning Commission
City of Millbrae

WILLIAMS & MOCINE : CITY AND REGIONAL PLANNING
1045 Sansome Street, San Francisco, California 94111

Secretary, Planning Commission
City of Millbrae

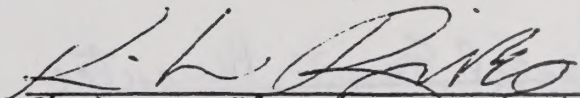
GENERAL PLAN FOR CITY OF MILLBRAE

MILLBRAE, CALIFORNIA

Planning Commission of the City of Millbrae.

We, the undersigned, Chairman and Secretary of the Millbrae Planning Commission, respectively, do hereby certify that the Planning Commission of the City of Millbrae did on the 22nd day of April, 1974, and pursuant to Article 6 of Chapter 3 of Title 7 of the Government Code of California, hold a public hearing, notice of which was published in the manner provided in Resolution 74-3 of the Planning Commission of the City of Millbrae, concerning the "General Plan for Millbrae", dated the 8th day of April, 1974; and

We, hereby further certify that the Planning Commission of the City of Millbrae did by the adoption of Resolution No. 74-4, on the 22nd day of April, 1974, recommend to the City Council of the City of Millbrae the adoption of said General Plan as submitted by Resolution No. 74-3, of the Planning Commission of the City of Millbrae.


Chairman, Planning Commission
City of Millbrae


Secretary, Planning Commission
City of Millbrae

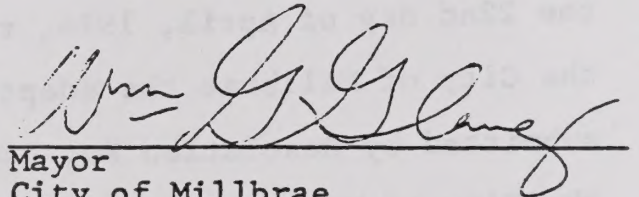
GENERAL PLAN FOR CITY OF MILLBRAE

MILLBRAE, CALIFORNIA

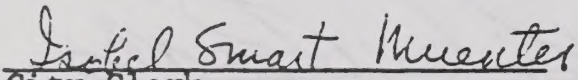
City Council of the City of Millbrae.

We, the undersigned, Mayor and City Clerk of the City of Millbrae, respectively, do hereby certify that the City Council of the City of Millbrae did on the 21st day of May, 1974, and pursuant to Article 6 of Chapter 3 of Title 7 of the Government Code of California, hold a public hearing, notice of which was published in the manner provided in Resolution No. 74-38 of the City Council of the City of Millbrae, concerning the "General Plan for Millbrae", dated the 7th day of May, 1974; and

We hereby further certify that the City Council of the City of Millbrae did by Resolution No. 74-47 adopt the "General Plan for Millbrae", dated 4th day of June, 1974, at a regular meeting held on the 4th day of June, 1974.



Mayor
City of Millbrae



City Clerk

CITY COUNCIL

William G. Glang, Mayor
Barney Spera, Vice Mayor
Bernard Esser
Arthur Lepore
Tullio Bertini

PLANNING COMMISSION

Robert Treseler, Chairman
Joseph Galante, Vice-Chairman
Donald Junkin
Kenneth Rives
Leslie Turner

ADMINISTRATION

Lee Horner, City Administrator
Douglas Dawson, Assistant City Administrator
Isobel Smart, City Clerk
Frank Gillio, City Attorney
Valentine F. Padovan, City Engineer and Director
of Public Works

Principal Consultants:

Robert L. Ironside
Williams & Mocine
1974 General Plan

William Chapman
Kirker, Chapman & Associates
1973 Millbrae
Streets and Highways Plan

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INTRODUCTION

Many changes have occurred in the General Plan process since Millbrae's last General Plan was prepared and adopted. For one thing, the State now requires nine elements instead of the previous two. All required elements have been treated in considerable detail and most of the text is incorporated in the Basic Data and Background Report, published separately. Another recent change is that planning has become more policy oriented and more specific. Therefore, the 1974 General Plan process included lengthy dialogue with City officials and citizens from which has evolved numerous policies for the future.

During Plan formulation, the objectives and policies were developed for each of the separate Plan Elements. However, in order to provide a fairly succinct, usable document, the objectives and policies were reorganized in categories of Environmental Resource Management and Community Development for inclusion in this Report. Descriptive material and data leading up to the objectives and policies are available for reference in the aforementioned Basic Data and Background Report.

PURPOSE

This General Plan is intended to satisfy requirements of the State Government Code, Title 7, Sections 65302(a) through (h) and Section 65302.1. Primarily, however, the Plan will provide policy guidance to City officials to aid in the continuing improvement of Millbrae.

The Plan is based upon review and analysis of physical, social, economic and geotechnical conditions in the City. Attempts have been made to draw out the attitudes and values of residents as well, so that the objectives would be based on consensus and the policies reflective of reasonable desires for the orderly management of the City's resources in the future.

Conditions and attitudes are subject to change. Therefore, it should be understood that the 1974 General Plan for Millbrae is not an end product. It should be perceived as a benchmark in the continuing process of planning for Millbrae. The objectives and policies should be subject to frequent review, refinement and modification. In about five years, or earlier if significant changes occur, a major review of the Plan should be undertaken.

Since the Basic Data and Background Report includes the mandatory general plan elements and additional material supporting the City's General Plan Policies that Report also should be reviewed periodically and kept up to date.

MILLBRAE, THE COMMUNITY

Millbrae is a small suburban community slightly more than three square miles in area. The City is located about eight miles south of San Francisco on the Bay side of San Mateo County. The City of San Bruno borders on the north; Burlingame on the south; San Francisco Watershed lands on the west and San Francisco International Airport and San Francisco Bay on the east.

The City was incorporated in 1948 under the General Laws of the State of California and is governed by a five-member City Council, assisted by a City Administrator.

Between 1960 and 1970 the City grew from 15,873 to 20,781 residents. In recent years, however, the rate of this increase has declined. In 1972 the City's population was estimated to be 21,250, about a three percent increase over 1970. The racial composition of the City changed little over the decade.

The area of Millbrae is 2,048 acres or 3.2 square miles. This yields a gross density of 10.4 persons per acre and 15.8 persons per acre of residential zoning. Almost all developable land in Millbrae has been developed or designated for development. Virtually no adjacent lands are available for annexation. Therefore, very little growth can be expected and a maximum population of 25,000 is anticipated by this Plan. This would yield a gross density of 12.2 persons and a net residential density of 18.6 persons per acre.

Because of investments in schools and community facilities, age and income characteristics are very important to a city. Millbrae has experienced a sharp decline in children under five and an increase in residents over 65. Along with this shift in age has come a shift in income with over 78.8% of the population earning over \$10,000 a year. Much of this increase is attributed to the fact that new families moving into Millbrae have higher incomes than in the past.

The greater prosperity of City residents is reinforced by the fact that in the past decade the proportion of City residents employed as professionals, managers, administrators and clerical workers has increased.

Together, these facts indicate that Millbrae and its residents are more prosperous than in the past. However, changes in age distribution also indicate that the demand for community services is changing. The pressure for classrooms is likely to be less in the future, while the demand for special services for the elderly is likely to increase.

From 1960 to 1970 the housing stock of the City increased by 44% (2,109 units). Much of this new development was in multi-family structures. The number of owner occupied units decreased over the decade, but the vacancy rate of owner occupied unit decreased by more than half. The median rate of owner occupied units increased by 77% from \$21,700 to \$38,500. These figures indicate that homeownership in Millbrae is still in great demand. Despite increased cost, the vacancy rate among rental units is higher than for owner occupied houses. Perhaps for this reason rents did not increase at quite as high a rate as the value of owner occupied houses. In any event, housing in Millbrae, owned or rented, appears to be increasing demand.

Millbrae's commercial center meets well the needs of the local community. Study does indicate, however, that some of the services are being increasingly challenged by the regional shopping centers blooming in San Mateo County. To some extent, the future of the retail and service sector in the City depends on its remaining attractive and convenient to Millbrae residents.

URBAN CHARACTER OF THE CITY

Millbrae is a prosperous, healthy residential community where housing is increasingly in demand. As a place to live, Millbrae offers some unique qualities which further contribute to its desirability as a residential community. One important purpose of planning is to identify and preserve these tangible assets through positive urban design.

Physical Setting

The site where Millbrae is located is typical of the geography of the North Peninsula. It extends from the Bay lands bordering Bayshore, largely filled for airport and related uses; across the lower foothills where the City's early development occurred; up grassy spurs and wooded gullies to the top of the ridge and Junipero Serra Freeway.

The visual character of Millbrae is influenced not only by the overall slope of its site but by the wooded gullies, old quarries and heavily graded areas which modify the site and give interest to its character. From wherever one stands in Millbrae, the gently sloping hills rising to the ridge line are visible, showing heavily vegetated gullies and rows of homes on graded hillsides.

The Hill Area

The Mills Estate area, roughly west of Ashton Avenue and south of Millbrae Avenue, is characterized by good quality single-family neighborhoods. Streets have the well-manicured look of tasteful landscaping. While instances of sliding have occurred, the streets meander over the hillsides on gentle grades. Millbrae Avenue, in particular, appears to have respected the natural vegetation occurring on the slope of the ravine running down to the now dry creek bed.

The Highlands and Meadows areas have much the same good quality residential character as the Mills Estate area and contain old quarry sites which are broken, partially wooded and are very attractive. However, the heavily graded Millbrae Meadows Units Two and Five tend to detract from the well-vegetated slopes occurring to the south. These bare slopes may have resulted from an attempt to reduce as much land as possible to cleared level building sites. This caused slopes which not only are unbuildable, but are almost impossible to landscape.

DESIGN PROPOSALS

The steep slopes and banks occurring as the result of extensive grading should be landscaped to improve the visual and physical impact of these areas. While the neighborhoods in the hill area are very well maintained and planted by residents' efforts, the City should be vigilant in maintaining street, sidewalk and gutter quality as it now exists.

Hillcrest Boulevard, Millbrae Avenue and Murchison Drive provide primary access between the Bay and the residential areas on the upper slopes of Millbrae and Skyline Boulevard. Areas between these boulevards contain Monterey pine, Monterey cypress and eucalyptus which adjoin gullies wooded with live oaks and other native plants. This natural vegetation should be preserved to the greatest possible extent.

Lower Slopes

The gently sloping residential areas extending from Magnolia to the Spur property contain a great diversity in residential building type and scale. The southern portion of this area contains some of the older, interesting residential areas of Millbrae. Many of the homes have a Spanish architectural style that has been very well maintained. Tree lined streets make this area one of the most beautiful and attractive in Millbrae and the entire Peninsula. There has been some fairly recent construction of duplexes in the R-2 area in the Chadbourne-Magnolia vicinity. However, indications are that this potential is almost exhausted. Again, this is an area of the City where the level of public facilities should be maintained at a high level to encourage private maintenance and upgrading as the stock of housing in this area grows older. From a design point of view, there is little to recommend for this area as it is one of the most attractive and well maintained in Millbrae.

City-owned parks are providing much needed recreational space within the City and are being improved with facilities as budget permits. The City Hall area provides a good example of attractive landscaping and public buildings.

The Richmond Drive area has been extensively developed with apartment houses. From the point of view of creating a high density core and coherence and heterogeneity of the City, this is all to the good. However, the apartment houses in some areas are unimaginative in design and siting. The large parking lot immediately west of Britt's Department Store creates a particularly undesirable gap in the core of the City. Even modest landscaping treatment could make the parking lot more attractive. Significant, vigorous use of the area would be even better.

The Green Hills Golf Course site provides one of the last remaining large open space resources within the City. It contains extensive natural vegetation which provides an attractive backdrop to the residential communities on either side and to the west.

The Capuchino area is very similar to other residential neighborhoods in Millbrae, possessing a large degree of community character and pride in landscaping and attention to residential quality. Again, little can be recommended in this area other than the maintenance of a high level of public facilities to match the private maintenance and care of the neighborhood.

The Core Area.

The Core area of Millbrae is centered on El Camino Real and extends between the railroad tracks and Magnolia Avenue. Almost all of it is very linear and lacks coherence. There is little along El Camino Real to distinguish the City of Millbrae from San Bruno on the north and Burlingame on the south, although El Camino Real narrows and becomes heavily wooded in Burlingame and is noticeably auto-oriented in San Bruno. Most commercial buildings in Millbrae are separated by barren off-street parking lots and vacant parcels; however, programs are underway to improve this condition.

Several blocks of the Broadway shopping street have the appearance of older Main Street-type shopping areas. Among other things, the trees planted on Broadway are too low and too small to give any real character to the downtown area.

The El Camino Real strip exhibits neither the character of a really well-developed urban commercial boulevard (such as Wilshire Boulevard in Southern California) nor the intimacy and pedestrian scale of either an older shopping area or a well-designed new shopping center. A vast amount of land is occupied by the sheer width of El Camino Real itself. Large scale development supplemented by monumental landscaping will help a great deal. It would also be appropriate to provide special design at the gateways into Millbrae. As it is, these north-south routes tend to cut this part of Millbrae into long ribbons, beginning with the railroad tracks, next the division by El Camino Real, next the effect of Broadway, and finally Magnolia. There is some question as to whether there is a necessity for this much north-south traffic capacity.

DESIGN PROPOSAL

Design coherence as well as functional and economic strength point to the need for detailed design study of this entire area. More precise analysis leading to specific recommendations for each part of the area is included as part of the Core Area Plan, published separately.

Airport Lands and Vicinity

Two neighborhoods were developed in Millbrae between the railroad tracks and Bayshore Freeway on land that had been proposed for and was later used in other Peninsula communities for industrial development. The effect on Millbrae's tax base is quite clear. From a vehicular point of view, the area is somewhat separated from the rest of the City. The outlook from the boundaries of the northern neighborhood is particularly bleak because of the undeveloped boundary streets. The southern portion is enclosed by houses fronting on the

loop road and thus is better protected. There appears to be a strong sense of community identity in these two neighborhoods. Redevelopment of either neighborhood for other uses appears to be totally unacceptable to the residents and, judging from the questionnaire, to be unacceptable to most Millbrae residents. The quality of design adjacent to and within these neighborhoods is more important than whether the surrounding uses are residential or industrial.

Open Lands

The San Francisco Water Department land near Skyline Boulevard and the Spur property provide unequaled resources of vegetation and open space lands for the City. Efforts should be made to encourage preservation of these sites in their natural state for passive recreational uses in the future.

Conclusions

This urban design review brings forth a number of design recommendations for Millbrae. Generally, if deficiencies in design or appearance occur in a community, responsibility lies in both the public and private sectors. There is an obvious correlation between the quality of the environment in public control (streets, trees, sidewalks, maintenance, etc.) and the quality of private maintenance of houses and yards. Review of the residential areas of Millbrae indicates a very high level of both public and private improvements and maintenance. There should be continued protection and maintenance of all available open space in the residential areas and the landscaping of presently barren areas caused by grading, and of appropriate areas of the Spur property.

The Core area, on the other hand, including El Camino Real, Broadway and Millbrae Avenue east of El Camino, needs major design attention and an action program so that this area will become the focal point and design asset needed for the City. The appearance of these commercial areas has a considerable effect on the community because their location along major traffic routes gives them high visibility. Competitive requirements sometimes emphasize individual advertising to the detriment of the overall attractiveness of the area--particularly in strip commercial areas such as El Camino Real.

There are also areas with vacant lots and poorly designed or obsolescent commercial buildings. Usually, these areas contain economically marginal or transitory uses. Site maintenance is usually poor or lacking. These areas are an environmental liability to the community and the surrounding neighborhood. Millbrae has many general environmental assets which enhance its character including its neighborhoods, open spaces, vegetation, streets and public lands. Urban design attention can be one of the basic tools for maintaining and improving the physical environment for Millbrae. Promotion of this attention is a process in which residents, tenants, individual and corporate landlords and the City government need to be involved directly.

OBJECTIVES

Environmental Resource Management

1. Prohibit development which would be subject to severe flood damage because of its location and/or design.
2. Develop a parks and recreation system which provides areas, facilities and improvements conveniently located and properly designed to serve the recreation and open space needs of all City residents.
3. Give special attention to open space in connection with, and as part of, private development.
4. Conserve and enhance the natural vegetation and physical features to protect the appeal and visual amenities unique to the City.
5. Include as permanent open space as many remaining large undeveloped areas of Millbrae as economically possible.
6. Use open space lands as protection from potential seismic and geologic hazards and to prevent future development in hazardous areas.
7. Provide a wide variety of recreational opportunities in open space areas.

Community Development

1. Limit the population of the City to about 25,000.
2. Provide a unifying, common design theme to the Millbrae Commercial area.

3. Preserve and maintain single family neighborhoods as Millbrae's preferred residential land use.
4. Design future development to provide maximum use of open space.
5. Give precedence to personal safety of all residents over the survivability of structures.
6. Protect residents from excessive noise.
7. Enforce the prompt abatement of identified fire hazards.

Circulation

1. Encourage regional mass transit as a preferred alternative to increased freeway traffic.
2. Strive for aesthetically pleasing views from all roads and highways in Millbrae.

POLICIES

Environmental Resource Management

1. Any further development of Millbrae's hill areas which would scar the landscape and/or accelerate soil erosion should be discouraged.
2. Steep slopes should be subject to strict requirements designed to mitigate future problems associated with development on unstable land.
3. Scenic and vista areas should be preserved through private and public actions.
4. Development which would encroach on, or restrict natural stream channels and flood plains should be discouraged.
5. The City should participate in investigations of the advantages and feasibility of eventual recycling of wastewater for regional use.
6. The City should discourage any filling of the Bay.
7. Only nonpolluting types of industry and business activity should be encouraged to locate in the community.
8. The City should continue to cooperate with other jurisdictions in planning the construction of a deepwater outfall for treated wastewater.
9. Use of local watershed land, streams or reservoirs which may threaten the quality of the City's water service should be discouraged.
10. Any development of San Francisco watershed property should be discouraged.

11. All areas having unstable soil conditions should be inventoried and monitored.
12. Land areas which serve as habitats for important plant and animal life should be preserved.
13. The Airport should be encouraged to continually monitor the level of pollutant emissions generated by Airport activity. All possible reductions in these emissions should be encouraged.
14. The natural character and open space value of the Millbrae Spur should be preserved.
15. Sign control and underground wiring should be used to enhance scenic highway corridors.
16. Site planning, landscaping and architecture in the Scenic Highway Corridors should result in an attractive appearance from the highway and harmonious relationship with the natural landscape.

Community Development

1. Apartment development should be limited to areas currently zoned.
2. As neighborhoods age, the City should provide all possible assistance for housing rehabilitation and maintenance measures.
3. Older residential areas of the City should be encouraged to retain their single-family character.

5. Pleasant pedestrian walkways, short-term parking, and plazas with appropriate landscaping should be included in the revialization of the Core Area.
6. The City should continue to make necessary capital improvements to maintain an "acceptable level of risk" throughout the community.
7. The City should keep its citizenry informed as to the current nature and extent of local safety hazards.
8. The City should continue to maintain a fire department adequate in manpower, equipment, and resources to respond to any fire or other localized emergency within the City.
9. The City should maintain its "mutual aid agreement" with neighboring cities to insure adequate response to large scale emergencies which exceed the capabilities of local resources.
10. The City should adopt ordinances, as necessary, to insure safe development in areas of known flood or geologic hazard.
11. The City should investigate the desirability of improved lighting for traffic safety and crime prevention.
12. The City should use the General Plan as guidance in the preparation and revision of local ordinances.
13. High-occupancy structures and structures designated for local emergency command control should be designed or redesigned to protect human life to the highest degree possible during the "maximum probable event" of seismic activity.
14. Landscaping should be encouraged on private and public lands.

15. A Special Stabilization Zoning District* should be established for treatment of neighborhoods in need of selective planning.
16. The City should consider the benefits of voluntary inspection services to homeowners or landlords in Millbrae.
17. The City should adopt a Noise Ordinance which sets allowable noise limits for residential, commercial and industrial areas.
18. The City should incorporate noise standards in zoning ordinances and building codes which are consistent with the Airport Land Use Plan recommendations.
19. The Airport, the FAA and other State and Federal agencies should be encouraged to use all operative controls under their jurisdiction to reduce aircraft noise levels.
20. All buildings which are in violation of the Municipal and Uniform Fire Codes should be identified, inspected and secured.
21. The City should prepare a municipal Emergency Preparedness Plan.
22. Unless buildings can safely accommodate anticipated fault displacements, buildings for human occupancy should not be constructed on or across the main surface linaments of active faults.

*The Zoning Ordinance can provide a useful tool for treatment of neighborhoods in need of selective rehabilitation or attention to land uses. A Stabilization District can facilitate neighborhood conservation and revitalization. It takes effect by the formation of a special planning area of one or several blocks designated for rehabilitative type measures. A procedure should be established whereby residents and property owners of the proposed Stabilization District can participate in the designation process. The proposed measures for the District should be in substantial accordance with the General Plan for the particular area under consideration. Once the District is established by the Planning Commission and concurred in by the City Council, the City can utilize special regulations pertaining to remodeling, offer flexible standards to facilitate rehabilitation and permit higher density only where conservation is inappropriate. The establishment of the Stabilization District changes the zoning and preempts the previous zoning category.

23. No new collectors or arterial streets or public utility lines should be constructed across any active faults.
24. High occupancy structures or critical emergency facilities should not be located within an active fault's "zone of potential surface deformation".
25. Local building codes should require detailed geotechnical investigation of new development on Bay fill and steep slopes.
26. Downtown plazas should be provided as part of Core Area development.
27. Additional recreational facilities should be provided.
28. Transportation should be provided to recreation activities to improve the access of groups with restricted mobility.
29. Land use regulation in the Scenic Highway Corridor areas should be consistent with the policies of the General Plan.

Circulation

1. Well designed pedestrian facilities should be provided in areas of intensive pedestrian use.
2. The City should encourage the development of hiking and bicycling paths consistent with the needs and desires of the community.
3. A second means of emergency ingress and egress should be maintained in all new developments.
4. All offensive land uses should be screened from view of Scenic Highways traversing Millbrae.
5. The City should participate in the development of a mass transit system which will benefit Millbrae residents.

Residential

- Very Low Density
- Low Density
- Medium Density
- High Density
- Mixed Density

- major streets
- land use boundaries

Commercial

- Retail
- Service and Highway Related
- Administrative Office (or Hotel-Motel)
- Professional Offices
- Retail and Office
- Employment Area

Public and Private Open Areas

- Elementary, Junior, High Schools
- Churches
- Fire Stations
- Recreation Area
- Permanent Open Space
- Utility



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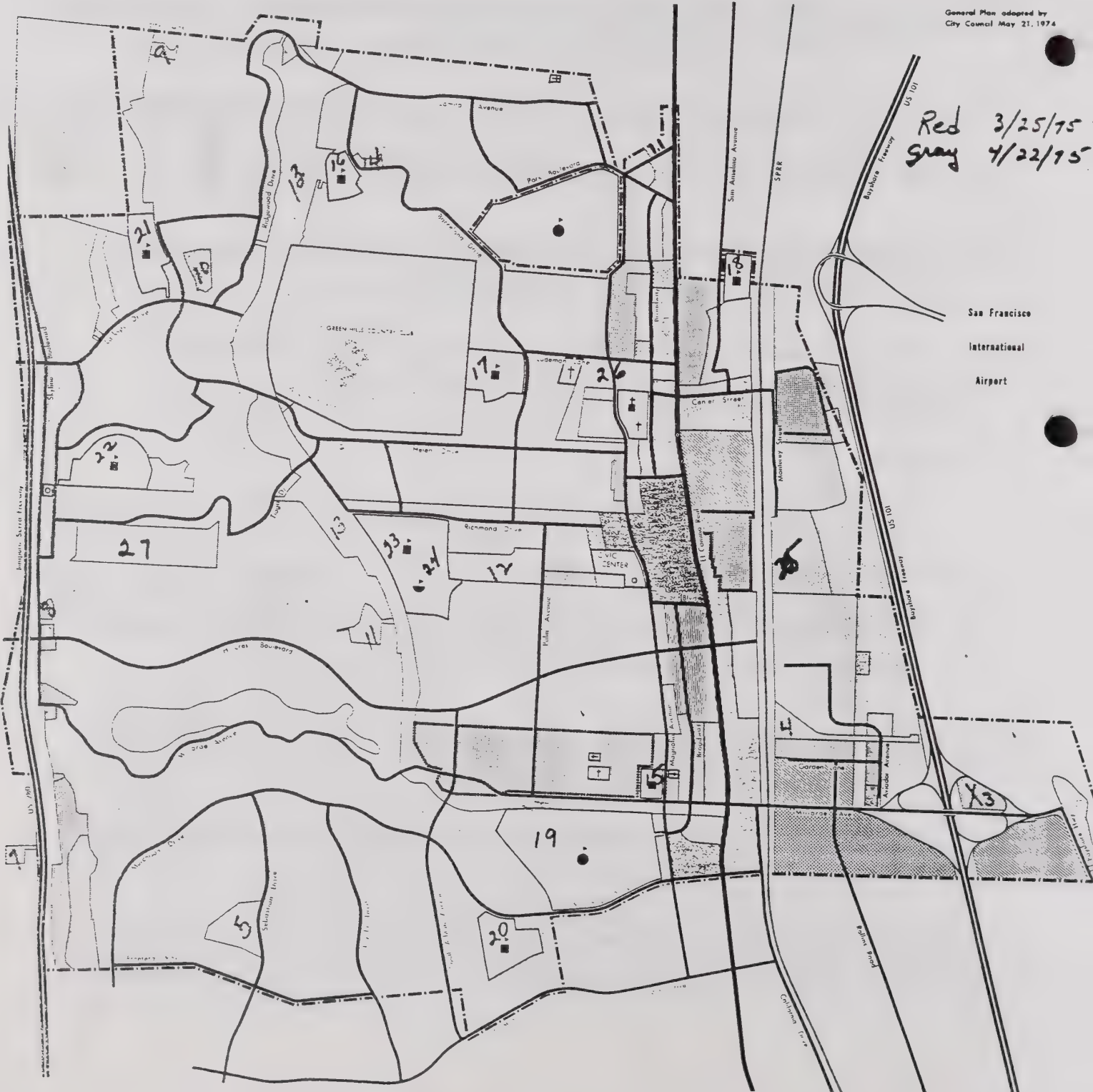
WILLIAMS & MCKINNEY
CITY & REGIONAL PLANNING
SAN FRANCISCO, CALIFORNIA

General Plan adopted by
Planning Commission April 22, 1974

General Plan adopted by
City Council May 21, 1974

Red 3/25/75
Gray 7/22/75

San Francisco
International
Airport



RECOMMENDATIONS

General

Environmental Resource Management

1. A "floodways zone" to regulate new development in areas critical to flood control or known to be flood hazards should be mapped and adopted.
2. The natural or, at least, modified floodplains should be reclaimed as creekside lands become available.
3. All creekbeds and conduits should be regularly maintained to minimize problems stemming from their erosion and improvements to drainage channels, hydraulic pumps and conduits should be programmed.
4. The City should program the replacement of defective City water mains which are determined to be serious flood hazards and encourage the San Francisco Water Department to do likewise with its mains in Millbrae.
5. The City should continue plans for constructing a deepwater outfall for its treated wastewater, in conjunction with other jurisdictions.
6. The City should consider a coordinated study with its neighboring cities and the County to determine the feasibility of a local transfer station for solid waste.
- ⑦ Private lands that are presently undeveloped and are subject to serious geologic hazards should be zoned as open space.
8. Vegetative cover should be provided to reduce grading scars and blend with the natural landscape.
9. Existing specimen trees and other valuable plant materials should be preserved.

Community Development

1. The City should make sure that noise from construction, refuse collection and streetsweeping have been reduced to the lowest possible level.
2. The City should continue aggressive enforcement of the Motor Vehicle Code as it applies to excessive noise and further, should encourage high schools to promulgate noise control as part of driver education.
3. The City should develop a noise enforcement and regulation education program and assign a staff member as the enforcing officer.
4. The City of Millbrae should request that all noise data and contour mapping for highways and freeways, required by law, be assembled by the San Mateo County Planning Department for the use of individual cities.
5. Noise levels should be monitored by the Airport Land Use Commission and the City determine the effectiveness of remedial practices. This information should be requested and reviewed by the City on a regular basis to insure conformance with State law requiring reduction of 15 dBA by 1985.
6. The provisions of the "Fire Service Annex" should be incorporated into an overall City Emergency Plan.
- ⑦ The subdivision ordinance and local building code should require detailed geotechnical site studies for all new development to evaluate development risk and determine the engineering precautions necessary to satisfactorily mitigate that risk.
8. If the local school district decides to abandon a school, the City should consider acquiring the facilities to supplement the Community Center.

Circulation

1. No new major streets are felt to be necessary in Millbrae.
2. The City's preferred mass transit choices, depending upon the availability of financing, are in the following order of acceptability:
 - a. Countywide service
 - b. Multi-City service
 - c. Single City service
3. The City should review and reevaluate its traffic flow systems to synchronize signalization to avoid traffic stops which produce excessive noise, and to adjust traffic flow to achieve noise levels acceptable to surrounding areas.

Action Program

To describe more specific recommendations of the 1974 General Plan action program, the City of Millbrae has been divided into four areas. Area A extends from the southwestern City Limit roughly along State Highway 280 south and east to the point where the Spur property intersects Magnolia. The majority of the Spur property is in Area A. Area B is marked on the south and east by the edge of the Spur property; the northern boundary of Area B is formed by Magnolia. The City boundary forms the western limit of this area.

Area C is a strip between Magnolia and the Southern Pacific railroad tracks; bounded on both ends by the City limits. The Southern Pacific right-of-way is actually in Area D which extends to the City limit roughly paralleling the Bayshore Freeway and bending to the Bay at Millbrae Avenue.

Each of these areas has its own character and problems. As a result each must be dealt with individually. However, together, these recommendations encompass all the plan elements; and are in accord with the citizens' policy conference policies and objectives expressed in the plan.

SAN BRUNO

San Francisco International
Airport

Bayshore Frwy.

S.P.R.R.

Magnolia Ave.

Junipero Serra Pathway

Millbrae Ave.

Junipero Frwy.

BURLINGAME

MILLBRAE PLANNING AREAS



Area A - West of the Spur Property at Route 280

1. A second fire station on City-owned property in the westerly hills should be constructed as soon as possible.
2. Steep slopes should be protected from erosion.
3. The City's subdivision ordinance, grading ordinance and building code should recognize land generally west of the Spur property as potentially hazardous and should require detailed geologic site studies for all new development and site alterations.
4. Rezone the San Francisco Water Department and Spur property as open space.
5. An R1-10,000 zoning district should be applied to areas presently developed but on extremely large lots in areas of steep slope.
6. The Spur property should be retained in its natural setting for use of the City's community for passive recreation* purposes.
7. A neighborhood playground should be developed on the portion of the Spur property between Millbrae and South Ashton Avenue, or between Millbrae and Chadbourne Avenues.
8. Heights and setbacks of new structures along Highway 280 should be regulated so as not to obstruct important views.
9. Selective clearing should be done to reveal important views from Highway 280.

* Passive recreation use may include such things as jogging, hiking, picnicking, vista areas, nature guides, and all weather pedestrian and bicycle paths.

Area B - Generally East of the Spur to Magnolia Avenue

1. The Archidocese's vacant land should be used for single-family residential development, with a portion dedicated to the City for open space.
2. Library Park, at the southwest corner of the Civic Center property, should be further improved.
3. The vacant lot across from the library on Library Avenue should be used for professional/administrative uses. Building height should not exceed sixty feet.
4. Circulation in the southern half of Area B should be studied to determine whether accident reduction can be accomplished by controlling certain intersections and protecting some residential streets from through traffic.
5. The area between Millbrae Avenue and the Millbrae Villa alley should be considered for Stabilization Zoning.
6. The Green Hills Golf Course should be preserved in its existing use by open space zoning, scenic easements or other appropriate method.
7. Widen upper Richmond Drive to a full two lanes of traffic including curb and gutter. This would extend easterly from Tioga Drive a distance of approximately 800 feet.

Area C - Magnolia Avenue East to the Railroad Tracks

1. The Spur property south of Millbrae Avenue should be used as public open space or recreational uses.
2. Additional office and service uses should occupy the remaining vacant parcels on El Camino Real. Emphasis should be given to quality of design and landscaping.

3. The Water Department's El Camino Real site and the Chrysler property should be used for administrative and professional office or hotel/motel development.
4. Selected areas east of El Camino should be considered for Stabilization Zoning.
5. A combined tot lot, neighborhood playground and passive recreation area in the Broadway Shopping Center should be developed to serve both shoppers and the surrounding high density residential neighborhood.
6. Millbrae Avenue, as the principal gateway to the City, should be subject to high design standards.
7. The Millbrae train station should be well-maintained and distinctively landscaped.
8. New development in Millbrae's business district should conform to a unified architectural theme.
9. Signs in the business district should be strictly regulated as to size, height, type and location.
10. The City and Chamber of Commerce should solicit viable new uses to replace vacant or marginal uses in the El Camino Real/Broadway vicinity.
11. Street median and sidewalk areas throughout the central business district should be further landscaped.
12. All parking lots should continue to be screened by planting or fencing.
13. The central business district should be adequately lighted for safe and pleasant night-time use.
14. Study the possibility of including a signal at Magnolia Avenue and Millbrae Avenue in lieu of a signal at the intersection of Broadway and Millbrae Avenue, or in addition to it.

15. Widen Millbrae Avenue between Magnolia and Bayshore Freeway. This project is already being designed.
16. The addition of traffic signals at the intersection of Murchison Drive and El Camino Real--project which is underway.
17. Channelization along the west side of El Camino Real between Taylor Boulevard and Victoria Avenue--a project which is underway.
18. Traffic signal improvements at Millbrae Avenue and El Camino Real--a project which is underway.

Area D - East of the Railroad to the Airport

1. Rollins Road should be extended to Garden Lane.
2. The vacant Airport lands should be considered for open space zoning.
3. The Stabilization Zoning District should be considered for the area north of San Jose Avenue to mitigate its mixed residential character.
4. The residential integrity of existing subdivisions should be preserved and enhanced to protect this moderate income housing resource.
5. The vacant parcel east of the Freeway and adjacent to the existing hotel should be developed with hotel and/or administrative office use. 7/24/
6. Lands adjacent to Bay and Airport are recommended for development for passive Bay-Airport viewing.
7. The City should discourage any filling of the Bay.
8. The local building code should adopt special construction standards to insure the safety of new development on Bay fill against the effects of liquefaction and/or subsidence.

9. The City should develop a passive park adjacent to the Bay.
10. The City should negotiate for the use of the Airport-owned property, between the Airport and Old Bayshore, for use as an airplane viewing area.
11. A new neighborhood park should be developed on the Pacific Gas and Electric Company right-of-way east of Bay Street.
12. The right-of-way of the Old Bayshore should be well-maintained and adequately lighted.
13. Any development of the Airport property should result in an attractive appearance from the freeway.
14. Signs on Airport property should be strictly regulated as to size, height, type, and location.
15. Landscaping along the west side of the freeway (101) should be retained.
- ~~16.~~ The Millbrae Avenue/101 interchange should be well-landscaped and lighted.
17. Both sides of the Southern Pacific right-of-way should be landscaped.
18. Offensive land uses visible from the tracks should be rehabilitated or screened from view.
- ~~19.~~ The City of Millbrae should continue to press the State relative to the completion of a full cloverleaf intersection at Millbrae Avenue and Bayshore Freeway. This would also include the widening of the bridge structure to four lanes.
- ~~20.~~ Construct a traffic signal at the intersection of Old Bayshore Highway and Millbrae Avenue.

21. Extend Rollins Road across Millbrae Avenue northerly to Garden Lane and upon completion of this project, closing Aviador Avenue by cul-de-sacing this street prior to its intersection with Millbrae Avenue.

